SEEN THROUGH & A MOUNTAIN.

By Charles Holsey Gaines

All day long the fellow had been hang-ing around the little depot at Furnis-ville, slouching in and out and peering

up and down, to the annoyance of the

ing around the little depot at Furnisville, slouching in and out and peering up and down, to the annoyance of the railroad men. Train after train had passed; he gave each an uneasy stare, and turned away. "Where's my special," they heard him mutter."

He didn't look like a passenger, anyhow, He was seedy to the fast degree and had no baggage, not so much as a parcel. Rough men, roughlis dressed, were common enough in that 'region; but this poor wretch was so miserably clad that the estation agent concluded that he was simply making a bluff in order to keep warm by the red-hot stove in the waiting-room. They all finally set him down as a tramp, but it was a crisp winter evening, and they couldn't quile make up their minds to arder him off, as they waitched him, utilovingly, as he shifted restlessly about and provident he has gage man.

At last the poor creature approached the ticket window. "My special—" he began, nervously. "What's that? Aw! 'Get out. What are you talking about."

His cadaverous, shrunken face twitched with extitement. "You lie,' he cried with sudden violence. "Two been called and I must go. There's a special engine chartered for me. It's overdue."

The ticket agent broke into a laugh. It resounded through the empty little station, and attracted the attention of the baggage master and two or three truck men who were standing on the outside, waiting for the south-bound freight. It struck them all as a huge joke, nothing more; and they gathered in a circle about the poor demented creature, guying him ruthlessly. They regarded it as merely as a sort of free circus, with the madman for a clown. Their victim was soon hounded to absolute frenzy and raved incohernati, "He fairly fodmed at the mouth; his features writhed like a nest of serpents. At length he became so outrageous that they thrust him out. They must main and the rease and suppress disorderly proceedings; it never occurred to them that there was anything else to do.

So they flung him out on the snow under the frosty startlying else to do

phasis.

Exhausted by fruitless struggles, the unhappy man succumbed; the threat of confinement seemed to quell him, though happy man successinappy man succession man su panted hoarsely.

re lars—lars.

He picked himself up, shaking in every
limb. He stepped as if the ground were
unsteady under his feet, and swung
iddily as he disappeared in the gloom
among the sheds.

the sheds. unk or crazy, I dunno which," ented the baggage man, "Both,

"Better keep an eye on him, Webb,"
replied the agent." He's pretty bad, and
may hurt somebody if he has another

But just then the 3:30 freight rolled in But just then the 9:30 freight rolled in, and Webb was busy for a time with the switches. The engineer and fireman left the train on the siding to, wait for the north-bound express and entered the depot. They listened with amusement to the jokes about the mad crank, until mention was made of the "special." Then a shade of apprehension parsed over the engine driver's rugged face.

passed over the engine driver's rugged face.

"Reckon I betier take a look at ole No. 2." he exclaimed. "Won's do to take no chances with these funny fellers."

He moved toward the door. At that moment the prolonged shriek of a loomotive jarred and shuddered on the night air. He sprang out on the track with a wild yell. The cars were still motionless on the siding, looming in a dusky row broken by dark gaps of shadew; but with a heart-shaking rumble, a ferce hissing of steam and a rain of sparks, the heavy engine lurched out on the main line and phunged like a huge black domon down the grade.

The engineer stood between the ralls with a face of clay. The fireman started to run, but stopped short. The agent sprang to the telegraph. The rest stood limp and helpless.

We had just passed Red Röck station.

We had just passed Red Rock station. Everybody in the car was sleepy; most of us were through passengers, and we had been traveling for many hours. I had roused a little when a very pretty girl—I moticed that her half and eyes were jet black—came on board at New Memphis and asked if the place beside me was engaged; but I soon relapsed into drowsiness. Neither made any attempt at conversation.

We were sitting near the front of the car. Fastened upon the end wall, directly before me, was a framed placard, posted there by the railroad—company, reading as follows:

josted there by the rainroad company, reading as follows:

"Notice—In case of accident pull the handle of this valve up as far as it will so; after the train comes to a stop, pull it back to its former position.

"This valve must never be interfered with except in cases of danger, and any person meddling with it except in accordance with the above instructions is

with the above instructions is liable for misdemeanor.
"ISADORE PAYNE.

"ISADORE PAYNE,
"General Superintendent."
(Close by was a metal lever of peculiar slape, connected, doubtless, with a system of air brakes.
This placard somehow arrested my attention. I read it again and again, felly, without much beed to the meaning. I even caught myself reciting it aloud in a low sing-song tone. As I dozed, it sometimes seemed to leave its position and hover in the air near my face. It was positively annoying. I shut my eyes to get rid of it, but saw it just as plainly; the thing seemed to be photographed on my retinae.

my retinae.

I was still in this unpleasant, dreamy condition when I felt a light touch on my arm. It thrilled me like an electric shock, I sprang to my feet, and withent knowing why, without any clear like a whatever, rushed forward and showed up that lever. Then I stood appatied at my own act.

The train came to a sudden stop with a grinding jar. The startled passengers leaped from their seats. A brakeman caught me by the collar, while the angry conductor pushed through the able toward me.

hat's the meaning of this?" h

outed, 1 stood dazed; I had not a word to say.
"Are you an idlot?" he continued,
washly. "What do you mean? Don't
so know that it's a criminal offense to p a train in that way, you young

ica-napea?"
Sill I was dumb. I felt like a drunman who unexpectedly finds himi in the grip of justice, charged
h a motiveless nurder, remembert he act, but wholly unable to comhead it. Then something happened;
ain I felt that light touch on my
outler.

tain I felt that light touch on my ioutiler.
Did you ever, when speeding through mountainous country, with a rogsy dge on your right and a broad landape lighted by the sinking sun lying the left, suddenly—by a curjous lok of reflection from the windows of car-see the rocks apparently open fore you in marke caverns, reaching trunder the earth—dreamlike caverns of vant extent, showing dark forests in distant hills, with the red smiths the a bonfire flaming in its farthest caverns? If you have seen this—what how saw was something similar, but one marvelous, and no possible command of the car, the car before it, the chief train, seemed to met into mist; saw them in shadowy outline, but way timede me in shadowy outline, but level die rott immede my view, Beyond, level die reit into my lew, Beyond, level die rott immede my view, Beyond, level die rott immede my view, Beyond, level die rott immede my view, Beyond,

they did not impede my view. Beyond,

stretching on through the starlit snow-fields, lay the dark-line of the track, which, at the distance of two miles, swung out of sight behind a rock hill.

Out of sight—but not out of my sight; for as I gased the hill also seemed, to resolve itself into haze, and I tooked right through it. And there, swiftly rounding the curve—'An engine is coming." I shouted. "It is running wild, in half a minute it will be in sight."

"You're drunk," cried the brakeman,
"or crazy," and he shook me. The girl's
hand slid from my shoulder; the vision

"or crasy," and he shook me. The sir's hand slid from my shoulder; the vision vanished.

But she caught the conductor's arm. "The man is right," she cried. "Don't you see? Be quick."

The conductor started as if stung, and his face whitened.

"My God—" he ejaculated. In another instant he was standing in the snow by the track, straining his eyes up the line, and we-were beside him.

The once transparent hill was opaque enough now, thrusting up its black nose against the sky. But a faint vibration was whispering along the ralls, a jet of steam shot up from behind a blot of forest, and the mislandled whistle rang out with a maniac screech. One moment more, and the headlight flashed into view; already it was turned straight toward us, the long pencil of light which it sent down the track wavering with the wild motion of the pounding engine.

There was not an instant to waste. But what could be done? Three crowded sleepers were attached to the train. Some of the passengers were already peering out with inquiring faces, and there was commotion within; but to warn all and get them out in time was simply impossible.

The conductor ran toward the engine.

"Unshackle her, Hank," he shouted.

gine.

"Unshackle her, Hank." he shouted.
"Pull your throttle wide open, Dave,
and let her drive."

Almost as he spoke the big locomotive gave a titanic gasp and heave of
sudden effort; her mighty drivers spun
and slipped, then caught the realis, and
she started with a bound like a race
horse pricked by the spur.
"Now, jump—for yer life, Dave—
quick."

Dave swung himself off without

"Now, jump—for yer life, Dave—quick."
Dave swung himself off without haste, A moment later he came toward us, shaking the loose snow out of his clothing.
"It's ole 33, an' she's a-comin'," he remarked, "Nincty-sine'll do the trick right enough, but it's her last run." He gazed sorrowfully down the track, as if after a departing friend, "She'll be makin' night sixty miles an hour afore they git together." he added, reflectively, "She's about a minute an' a half left, and she's a thurer-bred."
The passengers were now streaming out, of the cars and throusing around us. We ran a-little way out into the field for a clearer tow. The approaching engine was now plainly visible, lighted by a trailing pennant of fire as it thundered on to meet its foe, turching and plunging in its headlong charge until it almost leaped from the rails.
"Merciful heavens!" cried the girl

"Merciful heavens!" cried the girl beside me. "There's a man in the cab!" "Then he's a gone goose, lady," commented the engineer.

It was even so. The doomed wretch leaned far out from the cab, waving his arms in frenzy, uttering a shriek of exultation so keen and vibrant that it cleft its way to our ears through all the distance and the uproar that lay between

between.
"Stark mad," growled Dave, "and
the best machine on the line gone to
eternal smash to head him off. She
won't be worth her weight in scrap

And while he spoke the contending engines, now speeding to the onset like black-armored knights, hurtled together with all the terrific momentum of their tons of rushing steel. There was a thunderous crash as of a distant avalanche, a hoarse roar of escaping steam—and in an instant a billowy cloud, that rose and spread until it seemed a mountain of gray vapor, enveloped all. "She's done for," murmured the engineer.

gineer.

"And the man?" cried the girl.

The madman had kept his appoint

ment.

And the girl, the black-eyed, raven-haired girl who exerted so strange an influence over me on that memorable night? What became of her? My wife bends over me, and again I feel that thrilling touch upon my shoulder. "I don't seem to exert any influence at all over you now." site protests. "You haven't so much as spoken to me for a whole hour."

FREE CURE FOR MEN.

A Michigan Man Offers to Send His Dis-covery Free-Claims to be a Henefactor to Weakened Mankind,

There is always more or less suspicion but sometimes a man so overflows with generosity that he cannot rest until his discovery is known to the world, in orgenerosity that he cannot rest until his discovery is known to the world, in order that his fellow men may profit by what he has discovered. It is upon this principle that a resident of Kalamazoo, Mich, desires to send free to mankind a prescription which will cure them of any form of nervous cebility; relieves them of all the doubt and uncertainty which such men are peculiarly liable to and restores the organs to natural size and vizor. As it costs nothing to try the experiment it would seem that any man, suffering with the nervous troubles that usually attack men who never stopped to realize what might be the final result, ought to be deeply interested in a remedy which will restore them to health, strength and vigor, without which they continue to live an existence of untoid misery. As the remedy in question was the result of many years research as to what combination would be peculiarly effective in restoring to men the strength they need, it would seem that all men suffering with covitie for such a remedy at once. A request to H. C. Olds, Box 1766, Kalamazoo, Mich., status that you wish to make use of the medicine by giving it a trial, will be answered promptly and without evidence as to where information came from.

The prescription is sent free and altered seven may wonder how Mr. Olds.

om. The prescription is sent free and al though some may wonder how Mr. Olds can afford to give away his discovery, there is no doubt about the offer being gonuine. Cut this out and send to Mr. Olds so that he may know how you came to write to him.

Piles! Files! Itching Piles:

Piles: Files! Riching Piles:
Symptoms-Moisture; Intense tiching
and stinging; most at night; worse by
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form, which often bleed an ulcerate, becoming very sore. SWAYNE'S OINT.
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And the Best Bread ever made

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FINANCE AND TRADE.

and the same with the same party and the same on the same of

The Features of the Money and Stock

Markets.
NEW YORK, Feb. 5.—Money on call easy at 1%62 per cent; last loan 1% per cent; closed offered at 1% per cent. Prime mercantile paper 3@4 per cent. Sterling exchange steady, with business in bankers' bills at \$4 8614@ 4 86% for demand and at \$4 84% for 60 Posted rates \$4 85@4 85% and

days. Posted rates \$4 \$564 \$5% and \$4 \$73464 \$8. Commercial bills \$4 \$326. Silver certificates \$4756654c. Bar silver 643c.

The Lexow committee of the New York legislature to investigate trusts, was the shadow upon the market in to-day's dealings. To-day's trade was for the most part in the industrial stocks, with sugar occupying the overwhelming proportion of attention. With the market thus restricted the effect on prices was in sympathy with the course of sugar and the other industrials which was markedly downward, with a raily at the close due to covering by shorts. The day's proceedings in stocks gave little evidence of much if any but professional dealings, though the bond market showed evidences of well maintained strength and an investment movement.

Sugar and industrials, while affected in common by the apprehension of the trust investing the committee and other tru

Sugar and industrials, while affected in common by the apprehension of the trust investigating committee and other anti-trust influences were each affected by some special causes which influenced the decline. In the case of Sugar, there was the prospective coup in the coffee war indicated by the corporation of a new coffee company by the Sugar interests, the continued fear of the coming suriff changes, the adoption of a new french bounty and the general dultness in the trade.

After the decline in Sugar had been effected, attention was turned to Leather preferred, which was driven down to a point on the anti-trust scare and liquidation of holdings. Tobacco was next attacked and declined 1½ per cent, aided by fear of the outcome of pending anti-trust suits.

suits.

The wholesale onslaught in the industrials had its effect on the railway shares and they declined in sympathy, liquidation also being on influence in these stocks. Burlington soid off is per cent and the general railway list also responded fractionally. London selling had its effect, the market there having been stirred by alarmist rumors regarding the health of the cara and the South African situation. The dealings in the low priced shares assumed a somewhat unworted importance, but fluctuations were small. In the final bour, however, there was a revival in the market and prices advanced generally under a covering movement by the shorts. The antractic coal groups showed an improvement of 1½ per cent. Leather preferred and Northern Pacific preferred advanced 1 per cent. In this raily at the close prices generally were carried to about the best point of the day.

The bond market strong. Government bonds weaker.

The total sales of stocks to-day were 14,518 shares.

BONDS AND STOCK QUOTATIONS. The wholesale onslaught in the indus

BONDS AND STOCK QUOTATIONS.

New U. S. 4s reg. [22]4 N. J. Central. 99
New U. S. 4s coul. [23]4 Nor. & W. Ore. 171
U. S. 5s coupon. [12]4 Opter red. 154
U. S. 4s coupon. [13]4 Opter red. 154
U. S. 4s coupon. [13]4 Opter red. 154
U. S. 2s reg. . [32]4 Opter red. 154
U. S. 2s reg. . [32]4 Opter red. 154
V. Central. 30
Pacific 6s of 25. 163]4 Opter red. 154
V. Central. 30
V. Y. & N. E. 37
Orgon Nav. 14
Pacific 141
Pacific 141, St. Paul. 76
Chen. & Ohlo. 171
Che BONDS AND STOCK QUOTATIONS.

& R. G. p. 42 | W., St. L. & P., 62 |
preferred | 25 | do preferred | 15 |
preferred | 25 | Wells Farro Ex. 98 |
e Erle & W. 16 | Wheel & & L. E. 25 |
e Erle & W. 16 | Wheel & & L. E. 25 |
e Shore | 1554 | Gen | Electric | 25 |
d Trust | 25 | Am Sugar pre 106 |
d & Nash | 66 | U. & Leather p. 25 |
Facilit. | 25 | Tale | 25 |
h. & Chart | 36 |
h. & Chart | 37 |
h. & Chart | 56 |
h. & Chart | 57 |
h. & Char

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Telephone 275. Commission 14.

Itime, but during the closing hour the tame closing cables, coupled with the realizing, which rather assumed quite general breadth, brought about a further reaction to 75%. The closing price was 75% 675%. A very small local business was done in corn. The market was steady until the close, when it yielded a trifle on account of the softness of wheat. Fluctuations for the most part did not exceed 1-16, though widening out late in the session. Atlantic port exports amounted to 737,000 busileis. May opened a shade lower at 1402144, sold sparingly at 241% and 247a, closing at the opening price. Oats were only active at intervals, business for the most part being light and uninteresting. The market weakened slightly with the other cereals. May opened a shade lower at 175,60734c, sold to 175% under some short covering, then weakened to 175%c, where it closed. Provisions were heavy and prices again lower. The chief feature was the extra heaviness of lard, as compared with ribs, the former getting at one period of the session to 10c lower for May than the same delivery of ribs. Liquidation, especially by outsiders, was quite heavy during the morning, but a little better feeling developed near the close on covering by shorts. At the close, May pork was 7½c lower at 33 77% and May ribs 2½c lower at 33 87.5 Estimated receipts Saturday: Wheat twenty-five cars; corn. 702 cars; oats, 300 cars; hops 18,000 head. Cash quotations were as follower.

lows: Flour easy. Wheat—No. 2 spring 74@74%c; No. 3 spring 70@74c; No. 2 red 84%@86%c. Corn—No. 2, 22%@22%c; No. 2 yellow

apring 70@74c; No. 2 red 84¼@88½c. Corn—No. 2, 22¼@22½c; No. 2 yellow 22¼@22½c; No. 2 white f. o. b. 13½@21c; No. 3 white f. o. b. 13½@21c; No. 3 white f. o. b. 17½20½c. Rye—No. 2, 35c. Barley—No. 2, nominal; No. 3, f. o. b. 2½@31½c; No. 4, f. o. b. 2½@25c. Flaxseed—No. 1, 74@76%c. Timothyseed—Prime, 32 55@2 70. Mess Pork=37 45% 47½. Lard—Per. 190 Tbs., \$3 65@3 67½. Short Ribs—Cash, sides, (loose), \$3 67½@3 92½. Dry silted shoulders, (boxed), 4½@4½c. Short clear sides, (boxed), 4½@4½c. Whiskey—Distillers' finished goods, per gallon, \$1 17. Sugars unchanged. Receipts—Flour, 5,000 barrels; wheat, 13,000 bushels; corn, 435,000 bushels; oats, 399,000 bushels. Shipments—Flour, 7,000 barrels; wheat, 35,000 bushels; corn, 85,000 bushels; oats, 35,000 bushels; barley, 79,000 bushels; barley, 79,000 bushels; barley, 10,000 bushels; On the Produce Exchange to-day, the

bushels.
On the Produce Exchange to-day, the butter market was firm; creamerles 15@ 20c; dairies 9@17c.
Cheese—Steady at 9@9½c.
Eggs—Firm; fresh 13½c.

			est.		
Wheat-		De la		12000	
Feb	\$ TON	\$ 74%		74	
May	73%		7112		
Corn, No. 2-	1472	***	AA.22	14.74	
Feb	22	2214	P/3	2234	
May	2416	24%	24%	24%	
Sept	265	26%		207	
Oats, No. 2-	Trans.				
Feb	15%	1554	15%		
May	17%	1776	1796	179	
July Mess Pork-	18%	18%	18%	18%	
May	7.50	7 5734	7.50 1	7 52%	
July	7.60	7.70	7 60	7.65	
Lard-		2 50	3 75		
Me	8 85			3 77%	
Shor Hos-	0.53	4.002	P 07.72	D 000 .	
May	0.85	2 8754	3.8214	3.85	
July		3 95		3 95	

Silver, Albert 2874, 2874, 2874, 2875, 2875, 2875, 2875, 2876, 287

of \$86 barrels on a basis of \$1 17 for

spirits. Butter in fair demand and steady. Sugar strong and in fair demand. Eggs easy at it.c. Cheese firm.

TOLEDO,—Wheat active for futures;
No. 2 cash 854c; May 884c. Corn ateady; No. 3 mixed 22c. Oats dull; No. 2 mixed 17c. Rye quiet; No. 2 cash 37c. Cloverseed active and steady; prime cash \$5 174; March \$5 20.

Depart, B. 20,—Main Line East. Arrive.

Depart, B. 20,—Main Line East. Arrive.

Depart, B. 20,—Main Line East. Arrive.

Depart B.

PHILADELPHIA.-Butter firm; fan cy western creamery and Pennsylvanis prints 21c; do jobbing 22@25c. Eggs steady; fresh nearby and western 15c. Cheese firm.

Live Stock.

Cheese firm.

Live Stock.

CHICAGO—In cattle there was a better market to-day than is usually witnessed on Friday, prices ruling stronger to 10c per 10d 10s. higher, Sales were made at \$3 70@4 00 for the poorest dressed beef steers up to \$5 00@ 5 40 for the best cattle that were_offered. Stockers and feeders sold at \$3 50@4 25 and common stockers sold around \$3 00@3 25. Texas fed cattle sold up to \$4 35, an advance of 15c. In hogs there was a moderately active demand from Chicago packers and eastern shippers and prices were steady early, breaking 2½@5c per 10d fms. Common to best droves sold at \$3 15@3 69; coarse heavy selling the lowest and prime light hogs and pigs the highest. Sales were largely at \$3 30@3 40, packing hogs going for \$3 15@3 30. Light receipts of sheep were readly disposed of at strong prices. Sales were made all the way from \$2 25@2 50 for a few rams and incrior sheep up to \$4 00@4 25 for an occasional fancy lot of mative sheep. Shorn sheep sold at \$3 35@3 50. Yearlings sold at \$3 35@3 50. Yearlings sold at \$3 35@5 50 for common to prime flocks, feeding lambs selling at \$3 56@4 50. Receipts—Cattle 3,000 head; hogs 22,000 head; sheep 6,000 head.

EAST LHBERTY—Cattle steady; prime \$3 75@4 50. feeders \$3 60@4 00; bulls, stags and cows \$2 00@3 60. Hogs active; sales were about 5c higher; prime medium \$3 70@3 75; pigs and best Yorkers \$3 66@3 70; heavy \$3 46@3 55; roughs \$2 25@3 25. Sheep active; Ohlo fed westerns \$3 80@4 10; prime natives \$4 10@4 25; common \$2 50@3 10; choice lambs \$5 00@5 20; veal calves \$6 00@6 50. CINCINNATI.—Hogs steady; shipments

CINCINNATI.—Hogs steady at \$2.75 @3.50; receipts 2,600 head; shipments 1,200 head.

Dry Goods.

NEW YORK.—Mall orders and telegrams called for very good quantities of wool dress goods, printed fabrics of all qualities and some makes of cotton dress goods, etc., which, with the many sman selections by spot purchasers absorbed a very fair supply of stuff, staple cottons were wanted in moderate quantities, but colored goods did better. Men's wear goods are doing better all the time wear goods are doing better all the time and the decided change from something to nothing is having its effect. Printing cloths quiet and steady.

Metals.

NEW YORK—Pig fron dull; southern 311 00@12 00; northern 311 00@13 00. Copper firm; brokers \$12 00; exchange \$12 00. Tin steady; stralghts \$13 50@ 13 60; plates dull. Spelter firm; domes-tic \$4 65@4 10. Lead strong; brokers \$2 90; exchange \$3 20@3 25.

Petroleum.

OIL CITY-Credit balances 90c; cer-tificates 92c bid; shipments 46,288 bar-rels; runs 102,433 barrels.

NEW YORK-Petroleum, Pennsylva-nia crude steady; March 92c bid,

Weel. NEW YORK-Wool irregular.

A TORPID liver means a bad com-A TORTH Property of the Action of the Action

CASTORIA

For Infants and Children,

Chart Fletchere Willy

RAILROADS.



BALTIMORE & OHIO.

Departure and arrival of trains at Wheeling. Eastern time. Schedule in effect Nov. 29, 1896.

MAIN LINE EAST. For Baltimore, Philadelphia and New York. 125 and 105 a. m. and ally except Sunday Comberland Accommodation, 250 p. m. daily.

From New York. Philadelphia and Baltimore, 8:70 a. m., pross. 4:25 p. m., daily. Cumberland Accommodation, 7:25 p. m., carly. Cumberland Express, 4:25 p. m., daily. Cumberland Express, 4:25 p. m., daily. Cumberland Express, 4:25 p. m., daily. TRANS-OHIO DIVISION.

daily.

TRANS-OHIO DIVISION.

For Columbus and Chicago, 7:35 a. m. and 3:45 p. m., daily.

Columbus and Cincinnati Express, 10:15 n. m. deily, except Saturday, and 2:40 a. m. Sunday only.

Sandusky Mail 10:15 a. m., daily.

Newark Accommodation, 3:10 p. m., daily.

St. Cialrsville Accommodation, 10:15 a. m., and 3:10 p. m., except Sunday.

ARRIVE.

Chicago Express, 1:15 a. m. and 11:10 a. m., daily.

Cincinnati Express, 5:05 a. m. and 5:30 p. m., daily.

TRANS-OHIO DIVISION.

incinnati resp.
daily,
andusky Mail, 5:30 p. m., daily,
andusky Mail, 5:30 p. m., daily,
andusky Mccommodation, 10:55 a. m.,
rewark Accommodation, 10:55 a. m., Sanuosky aiaii, 5:30 p. m., daily.
Newark Accommodation, 10:55 a. m.,
daily except Sunday.
St. Clairsville Accommodation, 10:55 a.
m. and 5:30 p. m., daily, except Sunday.
WHEELING & PITTSBURGH DIV.
For Pittsburgh, 5:10 and 7:00 a. m. and
5:40 p. m., daily, and 1:35 p. m., daily, except Sunday.
For Pittsburgh and the East, 5:10 a. m.
and 5:40 p. m., daily.

ARRIVE.

ARRIVE.
From Pittsburgh, 19:10 a. m. and 6:55 p. m., daily; 11:30 p. m., daily, except Saturday, and 2:30 a. m., Sunday only; 12:30 m., except Sunday. GHAS. O. SCULL, G. P. A., Baltimore, Md. J. T. LANE, T. P. A., Wheeling, W. Va.

OHIO RIVER RAILROAD COMPANY. Time Table in effect July 12, 1896. *Dally, †Daily except Sunday. Eastern Time.

South Bound. | 1 | 3 | 5 | 7

Via P.,C.,C.&St.L.R. Pittsburgh, Pa.,Lv.	188	*9:10	p. m. 12:45	
		a. m.	p. m.	
Wheeling Ar- Leave. Wheeling Moundsville New Martinsville Statersville Williamstown Parkersburg Ravenswood Mason City K. & M. Junction. Point Pleasant.	8. m. 6:25 6:57 8:00 8:24 9:34 10:00 11:10 12:16 12:50	P. m. †12:01 12:35 1:25 1:47 3:03 3:30 4:40 5:55 6:38	4:15 4:50 5:46 6:15 7:33	a. m.
Via K. & M. Ry. K. & M. JuncLy.	p. m. 12:29 p. m. 15:07	p. m. *7:12 p. m. 9:25		p. m. 2:29 p. m. 5:05
Gallipolis Buntington	2:20	5:20		10:32 111:57
Via C. & O. Ry. Lv. Huntington Ar. Charleston.W.V.	p. m. 12:35 p. m.	*2:30 as In.		p. m. 2:35 p. m. 4:27
KenovaAr. Via C. & O. Ry.	92:40 D. III	18:40 D. m.		112:15 p. m. p. m.
KenovaLv.	2:55	*4:45 n. m.		*2:55 p. m.
Cincinnati, OAr.	7:00	*8:55 a. m.	1	*7:00 p. m.
Lexington, KyAr. JOHN J. A		9:00		*7:20

Pays for a Year's Subscription to the . . . Weekly Intelligencer.

Sunday' Daily, except Saturday. Dailyexcept Monday, Shundays only. Saturdays only. Eastern Standard Time.

Depart. B. &C. — Main Line East. Arrive.
12.55 nm Wash. Bal., Phil. N.Y.
12.55 nm Wash. Bal., Phil. N.Y.
12.55 nm Ex., Cin. and St. Louis 7.125 nm
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4:35 pm Brilliant and Steubente 11:19 am
Depart, C. L. & W.—Bridgep't. Arrive.

Filliant and Steubente 11:19 pm
1:5 pm Cleve, Toledo and Ch. 12:30 pm
1:5 pm Cleve, Toledo and Ch. 15:00 pm
1:5 pm Massillon Accom... 11:00 am
18:01 am . St. Calaraville Accom... 12:00 pm
12:25 pm . St. Calaraville Accom... 12:30 pm
12:25 pm . St. Calaraville Accom... 14:40 pm
17:30 pm . St. Calaraville Accom... 15:53 pm
17:40 pm . Local Freight... 11:50 am
Depart. Ohlo River R. R. Arrive.
18:25 pm . Passenger . 2:25 pm
18:30 pm . Passenger . 2:25 pm
18:31 pm . Passenger . 3:25 pm
18:31 pm . Passenger . 3:25 pm
18:31 pm . Passenger . 3:25 pm
18:31 pm . Passenger . 3:32 pm
18:31 pm . 3 pm
38:31 pm
38:32

RAILROADS.

Cleveland, Lorain & Wheeling BAILWAY COMPANY.

Central Standard Time.
Time Schedule of Passenger Trains in effect Sunday, January 3, 1897.
Cleveland Depot Foot South Water Street. DEPART.

Bridgeport
Uhrichsville
New Philadelphia
Canal Dover
Justus
Massillon
Warwick Medina
Lester
Grafton
Elyria
Lorain
Lester Junction
Cleveland ARRIVE. 1 1 3 1 5 1

M. G. CARREL. General Passenger Agent.

FAST · TIME OVER 6

PENNSYLVANIA SHORT LINES "PAN HANDLE ROUTE."

LEAVE WHEELING 9:5 A. M., CITE
TIME. DAILY EXCEPT SUNDAY.
Arrive COLUMBUS 2:2 p. m.
Arrive CINCINATI 6:5 p. m.
Arrive INDIANATOLIS 16:1 p. m.
PENNSYLVANIA STANDARD
COACHEENSYLVANIA DINING CAR.
PULLMAN CARS FROM WHEELING
JUNCTION THROUGH WITHOUT
CHANGE.

OTHER TRAINS LEAVE WHEELING.
For Steubenville and Pittsburgh 7:28 a.
week days for Pittsburgh and the
East and for Columbus and Chicago at
125 p. m. gaitmore, washington, Philadel125 p. m. gaity; for Columbus, Dayton, Cincinnati,
Indianapolis and St. Louis at 9:30 p. m.
week days. City time.
Parlor Car to Pittsburgh on 3:55 p. m. and
7 p. m. Trains.
Persons contemplating a trip will find it profitable in pleasure and convenience to communicate with the undersigned,
who will make all necessary arrangements
for a delightful journer. Teaces who will make all necessary arrangements
for a delightful journer. Teaces we provided and baggage checked through to
destination.

JOHN G. TOMLINSON,

Passenger and Ticket Agent, Wheeling, W. Va.

WHEBLING & BLM GROVE RAILROAD

WHEELING BRIDGE & TERMINAL RY

WHEELING BRIDGE & TERMINAL RY

C. O. BREWSTER, Receiver.

Timo Table No. 11, to take effect 12:00 a. m.,
Sunday, November 19, 1895.

Leave Wheeling 15:00, 19:46, 211:40 a. m.,
12:20, 2312, 14:30, 19:00 p. m.

Leave Perima, 19:00 p. m.

Leave Martin S Ferry—5:12, 19:37, 111:50
a. m., 12:35, 2312, 14:46, 19:12 p. m.

Arrivo Terminal Junction—12:2, 19:07, 111:51

Leave Martin S Ferry—7:128, 19:18 p. m.

Leave Martin S Ferry—7:128, 19:07 a. m.,
12:40 a. m., 33:73, 14:05, 15:14, 15:35 p. m.

Leave Martin S Ferry—7:128, 19:07 a. m.,
12:45, 14:35, 14:35, 15:36 p. m.

Leave Perimsula—7:13, 19:14 a. m., 21:25,
14:17, 15:25, 18:28 p. m.

**Arrive Wheeling—17:30, 19:10 a. m., 21:257,
14:17, 14:25, 16:31, 19:05 p. m.

*Dally: Dally except Sunday, \$Sundays
only.

All trains will run on Kastern Time.

All trains will run on Eastern Time. J. E. TAUSSIG, Superintendent EVERY DESCRIPTION OF

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